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CURRENT MUNICIPAL AFFAIRS

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In four large cities of the United States, each in a different section of the country, the results of charter-agitations and the consequent deliberations of charter commissions or boards of freeholders have reached concrete form, and, in all but one case, have been submitted to the electorate for adoption as permanent charters. These cities are Cincinnati, Seattle, St. Louis, and Buffalo, and their charters embody each one of the types of municipal organization now leading in public favor. Commission government is proposed for Buffalo and a modified form was recommended in the case of St. Louis. Seattle refused to adopt the city-manager plan, which included provisions also for a mayor and council of thirty elected from wards. In Cincinnati the plan was for a mayor and council of fifteen. A common feature of all is the reduction of electoral machinery in every direction.

The charter commission of the city of Cincinnati, which was chosen at a special election last July, presented the results of its work in the draft of a charter which was voted on at the election of July 14, 1914, and was rejected as being too radically different from the present charter. In brief, it was proposed that the government of the city be placed in the hands of a mayor and a council of fifteen members, chosen at large on a non-partisan basis from the city. These were to be the only elective officers, the term of office four years, one half of the councilmen retiring every two years. All other officers and positions were to be filled by appointment; the heads of the sixteen departments, save that of public finance, to be appointed by the mayor; and all sub-department officials and employees to be chosen by the head of each department concerned. The administrative departments were as follows: general administration, finance, sinking fund, law, civil service, public safety, social welfare, public service, highways, public utilities, parks and playgrounds, health, hospitals, university, city planning, and that of the Southern Railway. Full civil-service provisions

were supplied for "all officers and all persons occupying positions of trust or employment in the municipal government." The head of the department of finance was to be responsible to the council; the heads of all others to the mayor. Tenure of office for appointments was during good behavior; but the recall was provided, for adoption as a separate document, to cover the removal of any elective officer from his post after one year of his term had elapsed.

The proposed Seattle charter, which was defeated at the polls on June 30, was prepared by the freeholders elected for that purpose in March. Its important features were a simplified election system, including a short ballot, the abolition of primaries, nomination by petition, preferential voting, and biennial elections; a council of thirty elected from as many wards with purely legislative powers and that of appointing the city manager, corporation counsel, comptroller, treasurer, and clerk, all of whom were to have seats in the council body; a mayor to receive a salary of \$5000, who was to preside over the council and act as head of the police department, as well as to appoint the members of several unpaid boards. The administration of the city fell to the lot of the city manager, with a salary of \$12,000, who was subject to removal by the council and recall by the people. He was given supervision over the divisions of engineering, public utilities, streets and sewers, waterworks, lighting, building, fire protection, health and sanitation and contracts, purchases and supplies, and any other administrative divisions which the council might create. Several new departments and boards were provided for, and adequate civil-service provisions were included. At the special election for accepting or defeating the proposed charter, only about one third of the usual vote was polled, the bill being defeated by a majority of 5000 votes. The reason assigned for this overthrow is the fact that the people were unwilling that the city should revert to the ward system for the election of councilors. The feeling was current that the old charter, with its recent revisions providing for the various reforms inserted during late years, would serve very well if sufficient provision were made for a more economical and efficient administration resulting in better service for the city and lower taxes for the taxpayers. This, it was felt, could best be accomplished by means of a city manager, and that feature was incorporated in the new charter. This and other provisions in it were apparently well received; but the restoration of the ward system after its abolition four years ago was felt to be a very

unfortunate step. Already a charter-revision committee has been appointed from the Municipal League for the purpose of studying the existing charter and drafting such amendments as will preserve its favorable features as well as those in the defeated charter.

The voters of St. Louis adopted on June 30, by a majority of about 2000, the new charter which had been submitted for that purpose. A short ballot is the controlling idea of the new charter—a remedy for a situation which has been shown to be only second, in the multiplication of elective offices, to that in Chicago. Four city offices only are to be filled hereafter by election: mayor, controller, president of the board of aldermen, and the twenty-eight aldermen. No limit is set to the appointing power of the mayor, and his “official family,” which constitutes a board of public service, is composed of the directors of public utilities, of streets and sewers, of public welfare, and of public safety. All administrative affairs are to be managed by the mayor and this board, working in close coöperation. Financial matters, however, are to be controlled by the board of estimate, made up of three elective officials. The efficiency board is an appointive body for the purpose of drafting civil service regulations. The charter provides for the initiative, referendum and recall, and the question of non-partisan elections and preferential voting is to be decided by a popular referendum. A good deal of interest is expressed on behalf of the new charter, which becomes effective sixty days after its adoption on June 30.

In Buffalo the supporters of commission government have had a long, up-hill fight, with a successful finish only lately in sight. In 1909 the voters of the city requested the commission form of government. When the bill was presented to the legislature in 1910, it was passed by the senate but it failed in the assembly; it met a similar fate at the hands of the legislatures of 1911 and 1912, the opposition being based on the inclusion of the initiative and recall in the bill. In the meantime more and more interest was being felt in the city itself toward the new charter, and in 1910-11 it was indorsed by the chamber of commerce and by nearly every civic and commercial organization. At this year's session of the legislature the charter-bill passed the senate unanimously and in the assembly it had only three members against it. By the New York state constitution, however, a local bill has to be submitted to the mayor of the city concerned as the representative of the city. Mayor Fuhrmann vetoed the bill, after holding the matter up for many days, on the ground that it

ought not to be submitted with other matters at the regular election next autumn and because of certain petty flaws in its phrasing. When the bill was resubmitted to the legislature, it was passed with a large majority by both houses. The ultimate adoption of the charter at the fall election is looked for.

The Toledo Railways and Light Company has offered to turn over to the city itself the operation of its street railways for a year in order to test the 3-cent fare plan under which, during the ten years of clamor for it, public officials have asserted it is possible to earn a good profit. The company offers to accept the proposed rate if the city can prove that it is practicable, but stipulates that if the plan does not prove so, the fare-schedule for the next five years shall be such as to enable the company to earn necessary costs and a reasonable return on the investment. Under the terms of the offer, fare-rates are to be those so long advocated by the city, that is, five tickets for 15 cents for all hours, 1 cent for children under eight years and not carried in the arms, 5 cents for single cash fares, universal transfers, and free transportation for policemen, firemen and sanitary officers of the city. The company also offers to provide two funds of \$25,000 each: one for the salary of a commissioner or commissioners to serve the city as head of the system; and the other to employ expert street railway engineers to lay out an ideal modern system for Toledo. It is not known whether this fair offer will be accepted by the city and a stride thus made toward settlement of this much-discussed question.

The outcome of a two-years' fight between the city council of Gary, Ind., and the Gary and Interurban Railroad is a victory for the city council, and a 3-cent fare on all interurban railroads within the city limits will be in force beginning August 1. In this same connection it might be mentioned that 3-cent light in Cleveland has been proved a success just as 3 cents has been found to be a profitable street-car fare. According to a report recently issued, consumers' bills have been cut in two and a profit netted for the city. An ordinance was passed in Omaha on March 10, whereby the street railway company was compelled to sell tickets at the rate of seven for 25 cents.

Apropos of street-railway fares, it is interesting to note that a bureau of fare research has just been established by the American Electric Railway Association, although a committee of the association has been working on the same subject for several years. It is planned that the

bureau shall study the entire question of rates of fare, assemble data and facts for the use of member companies, and make available all possible information on this subject, as well as establish standards for its consideration.

An appeal has been made to property-owners in New York City to allow their vacant lots to be used as playgrounds for children. Several large plots of land have already been secured for this purpose, the city agreeing to protect owners from damage to their lands. The suggestion has also been made that the floors and roofs of the vast armories scattered throughout the city should be used as playgrounds for children during the summer months.

The first office of "public defender" to be filled in this country is that authorized in Los Angeles County under its new charter. Mr. Walter J. Wood is the public defender, and, assisted by four lawyers, aids those who cannot pay fees for counsel in civil as well as in criminal cases. No fees are charged for this defense afforded by public authority. Another first-time office is that filled by the first anti-noise policeman in Baltimore. This officer was appointed by the Baltimore police commissioners at the request of the anti-noise committee of the City Medical Society. In a report recently made, Officer Pease emphasized the large number of unnecessary noises, such as those made by whistle-blowers, roller skaters, automobile-horn soloists, persons musically inclined at unseasonable hours and in unsuitable places, hucksters and crowing roosters. So far as automobilists are concerned, the report states that over 235 owners of motor trucks and motor delivery wagons were warned effectively. Especial care is taken in Baltimore to enforce strictly the hospital-zone law.

At the annual convention of the Special Libraries Association, held in Washington on May 27 and 28, two sessions were devoted to topics of interest to municipal and reference libraries. These were on "Co-operative information getting" and on "The place of the special library in other than academic efforts for training to greater efficiency in business, commerce, government and industry."

The Civic Exhibition, of Ireland, 1914, will take place at Dublin under the auspices of the Civic Institute of Dublin, Limited, from the middle of July to the end of August. The principal object of the promoters is "to illustrate, simply, clearly, and vividly," recent achieve-

ments in Ireland and to point the way to the solution of further problems of immediate interest. The government and municipal authorities, as well as many voluntary organizations, are coöperating in the scheme. Urban and rural administration will be represented and town planning will receive special attention. A prize of £500 has been offered for the best design for replanning the city of Dublin.

The first Canadian Good Roads Congress was held in Montreal during the days from the eighteenth to the twenty-third of May. Several hundred delegates attended the congress, coming from every part of the Dominion and from several states in the Union.

At least three tours in Europe, with European municipal progress as the objective point, are being conducted during the summer months. That under the auspices of the Institute of Educational Travel will be led by Mr. Robert S. Binkerd, secretary of the City Club of New York and will be primarily for city officials. Those cities will be visited and observed in which the most important municipal undertakings are best carried out. Mr. Binkerd will be assisted by Mr. E. E. Pratt, Prof. F. A. Fetter, Prof. W. E. Rappard, and Mr. E. G. Culpin. The municipal tour of Europe to be managed by the National Bureau of Municipal Research will be under the direction of Mr. S. S. McClure. The American Commission of Municipal Executives and Civic Leaders, assembled by the Southern Commercial Congress, has planned two tours, one to last thirty days and the other sixty. The shorter trip includes attendance at the convention of municipal executives in London and at the international urban exposition in Lyons, as well as a visit to Paris. In addition to this, the sixty-day tour will include visits to Belgium, Holland, Germany, Austria-Hungary, Italy and Switzerland.

The American City, in its July issue, has entered upon a two-fold undertaking. Henceforth its magazine will have, in addition to its present form, a "town and county edition" in response to the growing needs of these bodies and the increasing interest which is everywhere being shown in their progress. Beginning with the July number, therefore, the first thirty-two pages of each issue will be devoted, in the regular edition to articles referring particularly to the larger municipalities; in the town and county edition, these first thirty-two pages will be made up of articles which have especial interest and application for town, village and county problems. In determining the line of

division between these two varieties of municipalities, a population of 5000 will be used as the decisive point. The remainder of the magazine will be made up as usual of notes of happenings, publications, etc., which will be of common interest to all those concerned in municipal affairs.

The Detroit city plan commission some time ago initiated a competition for the improvement of Belle Isle as a municipal park. From the ninety designs submitted, it has selected seven preliminary architects and has also invited three other firms to submit plans—Messrs. Carrère and Hastings, McKim, Mead and White, and Cass Gilbert. Prof. E. A. Duquesne of Harvard University is acting as adviser to the commission.

In November, 1913, Mayor Harrison of Chicago, in accordance with an order passed by the city council, appointed a commission "to make a study into the subject of municipal markets and other agencies to bring the producer and the consumer into closer contact." The preliminary report of this commission was issued on April 27 (54 pp.) and contains, in addition to its initial recommendations, a collection of interesting statistics and other material resulting from its investigations. Figures are included which show in different ways steady increase in prices of foodstuffs since 1890, in Chicago, in Illinois, in different sections of the United States, and in the country as a whole; the increase in salaries over a period of years; and the rate of profit of the middleman on various commodities. In the section devoted to municipal markets in other cities of the country, the fact is brought out that Chicago and San Francisco are the only two cities of the eighteen in the United States having a population of over 300,000 in 1911, which make no financial provision for market places. This section includes a table showing receipts, expenditures, and value of land, buildings and equipment of municipal markets in these cities.

The commission recommends, in general, that plans be made for a comprehensive system of wholesale terminal markets under the control of the city, that retail markets be established whenever private retailers do not seem to be giving satisfactory service, and that farmers' markets be set up wherever needed. The report commends the practice of selling produce through peddlers, hucksters and push carts, believing that these perform a considerable service to certain classes of consumers and that the food supplied is both good in quality and cheap in price.

A city tribunal to investigate all charges and complaints is advocated. The commission is strongly in favor of a system of freight-handling by the city and interurban trolley lines during night and little-crowded hours, and recommends that this scheme be put into effect for rendering transportation of produce less difficult and more economical. A complete and final report on the findings of the commission will be made at the end of the next municipal year.

Another interesting report along the lines of municipal undertakings is that issued in December last on "Municipal and Government Ice Plants in the United States and Other Countries," which was prepared by Miss Jeanie Wells Wentworth for the president of the borough of Manhattan in New York City. This report covers seventy-eight pages. Facts and figures are given for the municipal ice plants at Weatherford, Okla., the first city in this country to enter the ice business on a commercial basis, and at New Britain, Conn.; the United States government plants in Washington, in the Philippine Islands, and at Panama; and municipal ice plants in foreign countries. The remainder of the report is devoted to a consideration of the agitation that cities should engage in the ice business, with especial attention to the demand in New York City for a plant to provide ice for municipal consumption. In conclusion, it is pointed out that the remedy to the widespread feeling of indignation against the high cost of ice seems to lie in municipal plants and that the burden of proof would seem to establish the right of the municipality or government to enter the business of producing ice. The cost of production is shown to be low, especially where it can be made in connection with a plant used for some other purpose.

The city of Cleveland changed its time schedule at midnight on April 30 from central to eastern time. The reason given for the change is that an hour of daylight is gained every day. The departure was accompanied with a good deal of confusion, especially among the railroads, some of which refused to make the change.

It is probable that the League of Minnesota Municipalities, through the municipal reference bureau established at the University of Minnesota, will maintain for the benefit of the small municipalities of the state an engineering service which will provide them with expert assistance and advice on questions of engineering coming up from time to

time. Another branch of this league's service will be set in operation with the presentation of the results of the survey of the village of Herman, Minn., which is to be made by the league. Herman, with a population of about 800, was selected as a representative town of the smaller places which are developing in the State without definite plans for future growth. After a comprehensive survey of the village in all its relations, the findings of the committee will be presented to a community meeting.

The experiment of paving made from blocks of mesquite wood is to be tried in San Antonio, Texas. Millions of acres of land in southern Texas and northern Mexico are covered with this sort of wood, which has, it is claimed, remarkable lasting quality. Its abundance and durability give promise of its furnishing an extremely cheap paving material. In Berlin, where wood-block paving is used only on the sharpest grades, to give a better footing, and on bridges and their approaches, to lessen the jar, the blocks are made from Swedish pine and the Australian hardwood varieties, as well as native pine and beech and some American cypress and yellow and pitch pine. Experience in Berlin has proved that if the pavement is kept clean and if the materials used in construction have been of the best, under ordinary conditions of traffic and of weather, the surface wears at the rate of about 0.2 inch annually. This sort of pavement lasts, on an average, from ten to fifteen years and costs, approximately, \$2.79 per square yard.

An interesting fact has been noted in the city of Birmingham, England, concerning the growing use of gas as compared with electricity. The supply of each of these commodities is municipally owned and managed and there is keen competition between the respective departments; yet the number of gas-consumers and the amount of gas-consumption has steadily increased and is now larger than ever before. The gas rate for lighting is 44 cents per 1000 cubic feet, while the electric-light rate is 6 cents per unit. The increase in the consumption of gas is attributed to the growing use of gas for cooking and heating in households, while its use for lighting and power purposes shows no falling off, but rather a continuing growth.

A plea for business principles in city government is embodied in a pamphlet of sixteen pages entitled *The Problem of Municipal Reform*, by Mr. John B. Holton of Indianapolis. The solution offered for this

problem is a combination of "a qualified candidate," "a simplified ballot," and "a business election."

Since the disclosures made during the past year of the extent to which contracts for prison labor in Chicago have been made the source of graft, the announcement has been made that all contract-labor at the Bridewell has been abolished. All existing contracts are canceled, and all labor available from now on will be used in turning out supplies and materials for the city and for any other local governmental bodies as will buy them. In addition to the stone-crushing plant, the printing shop and the laundry already operated for the city, various new industries will be taken on, as, for instance, the manufacture of brooms, refuse boxes and carts, etc., for use in cleaning the streets, bookbinding for the public library, construction and repair of streets, and the employment of prisoners in the municipal garbage reduction plant.

Topeka, Kan., is the first city west of the Mississippi River to be "surveyed." This task has just been finished by the department of surveys and exhibits of the Russell Sage Foundation, and reports will soon be issued on correctional agencies, municipal administration, health and sanitation, and industrial conditions. A similar survey is now being made in Springfield, Ill.

On the theory that, being a heavy taxpayer, it is intimately concerned in securing public improvements at a minimum cost, the Santa Fé Railroad has announced itself ready and willing to help all cities and towns on the road from its wide experience in matters of buildings, bridge and highway construction. Many townships and small cities are so financially handicapped as to prevent their getting high-priced engineering talent for their ventures, and it is to these municipalities that the railroad offers advice and information from competent engineers and architects.

During the three years since the clean-up campaign was initiated in American cities, the movement has spread all over the country. This year municipalities in thirty states, north, south, east and west, are to conduct sanitary campaigns against dirt and disease. As a prelude to clean-up week in Philadelphia over two thousand street cleaners and their equipment marched in parade. The campaign has been far more successful this year in Philadelphia than ever before, and the

credit for this large measure of attainment is given by the chief of the bureau of highways to the larger amount of advertising.

The governor of Massachusetts has signed an act authorizing the appointment of policewomen in every city and town in the state. The mayor or selectmen may appoint one or more women as special police with all the powers now held by constables except those relating to the service of civil process and those conferred on the police as watchmen; but the intention of the law is merely to confine the duties of the policewomen to safeguarding young girls and women, and to dealing with problems of juvenile crime.

A report relating to the disposition of the sewage of Chicago has been prepared by a committee of sanitary experts employed by the Chicago real estate board. In general it is recommended that the sewage be disposed of by discharging it into the drainage canal after suitable preparation and that the city's water supply be protected by diverting the sewage from Lake Michigan. The report contends that the disposal system could be improved at comparatively slight cost so as to protect drinking water from the lake and, at the same time, dispose of the sewage in such way as not to endanger health. It is recommended, in the main, that a filtration plant be constructed, that such branches of the Chicago River as have no value for navigation be filled, and that refuse from the stockyards and manufacturing plants be specially treated. Haste in carrying out these suggestions and the need for further investigations are likewise urged. It is expected that the cost of the work would be from five to ten million dollars.

In New York the suggestion has been made by the Merchants' Association that municipalities of northern New Jersey join with New York City in a gigantic scheme of sewage filtration in a plant to be built on Sandy Hook. The metropolitan commission, on the other hand, has completed its work and its last report has been issued. Its recommendations include the creation of an island some miles at sea, off Rockaway, to transport the sewage through a tunnel built for the purpose, and to dispose of it there.

The Illinois Rivers and Lakes Commission, which was authorized by a law going into effect last July, has already made accomplishments towards remedying the pollution of water by sewage disposal. This question, of adequate and safe water supply, has become a very serious

one for almost every city in the state of Illinois owing to the rapidly increasing population and to the continuous droughts which have menaced the supply of water during the last few years. The state of water pollution along the Fox and Sangamon Rivers is very bad, for the towns are near together and are growing constantly, and conditions in the towns down the river are much aggravated from those up-river. Complaint has been made especially of sewage disposal from Elgin, Aurora, Batavia, Geneva, and St. Charles, and these towns have been ordered by the commission to file complete plans for the installation of a new system of treating raw sewage before it is emptied into the river. Trade waste from factories, which has been found to be an important factor in pollution, must also be removed as a cause contributing to the danger from unhealthy water. The problem of financing new sewer plants is the most difficult one for the municipalities. In its advisory capacity, the commission, in coöperation with the state water survey, passes on the feasibility of all changes in sewer systems, reduction plants, and all other sewer matters, and in this way is in a position to urge a consideration for possible future growth of the city and the absolute need for some method of sufficient purification of sewage. During the last month or so the towns of Moline, Alton, Freeport, Benton, Peotone, Genoa and Rankins have submitted plans for sewerage systems to be approved by the commission.

Public improvements made during the last five years in Portland, Ore., have cost the city nearly 115 millions of dollars. Of this amount, roughly speaking, 20 millions have been spent on street and sewer improvements; for matters connected with the water system, 5 millions; for bridges, almost 6 millions. The remainder was expended for the construction of buildings and other necessary improvements in the city.

Plans are on foot for the establishment of the first coöperative city in the United States. This will be in Wisconsin, in the Four Lakes' region, near Madison, and will be the result of efforts made by the American Society of Equity. Membership in the city of "Coöperator" will cost ten cents a week and strict coöperation will be the law of the community.

A voluntary committee of twenty-five members to be known as the "Mayor's Taxation Committee," has been appointed by Mayor Mitchel in New York to make a study of the methods of taxation in use in New

York and in other cities both of this country and of Europe. The committee has as members several who are experts on matters of taxation, and of municipal administration, as well as other men prominent in civic and business affairs.

The Sixth National Conference on City Planning was held at Toronto on May 25 to 27 in conjunction with an exhibition on city planning at the University of Toronto.

The fifth annual conference of mayors and other city officials of New York State was held at Auburn on June 3, 4, and 5. Among the speakers were Governor Glynn, Mayor Mitchel of New York City; City Manager H. M. Waite of Dayton, Ohio; State Health Commissioner Hermann Biggs, and Lawson Purdy, president of the department of assessment and taxation in New York City. Special sessions were held on the subjects of fire prevention, city planning, and municipal health matters.

Following the defeat of the so-called Goethals police bill by the New York state legislature in March, the first step in Mayor Mitchel's proposed reorganization of the police department in New York City has been taken in the appointment of a board of police review. Mayor Mitchel has appointed to this board Police Commissioner Arthur H. Woods, Corporation Counsel Polk, the mayor's private secretary, and Police Inspector John Daley. The duties of the board will be to investigate all applications made by dismissed policemen for a new trial and to advise the mayor as to what action he should take in all cases.

A booklet of twenty pages has been issued by the construction news department of the *Engineering News* which contains a list of city officials of the United States revised to January 26, 1914. The mayor, city clerk, and city engineer are given for practically every city in the United States.

The July number of the *National Municipal Review* contains the following articles: "Municipal Zones," by Howard B. Woolston; "Certain Aspects of City Financing and City Planning," by Andrew W. Crawford; "Financing Small Houses," by John Ihlder; "The Segregation of the White and Negro Races in Cities by Legislation," by Gilbert T. Stephenson; "Some Aspects of the Liquor Problem," by John Koren;

"Mayor Hunt's Administration in Cincinnati," by A. Julius Freiberg; "The Graft Investigations of a Year," by Alice M. Holden; and a good many shorter articles and notes.

The contents of the *American City* for the May and June issues include articles as follows: "Water Supplies and the Part they Play in City and County Planning," by Charles W. Leavitt, Jr.; "How to Determine Relative Values in Sanitation," by G. S. Whipple; "Co-partnership Housing in Great Britain," by Henry Vivian; "The Harbor of Hamburg," by E. E. Pratt; "The Relation of the Motor Bus to Urban Development," by F. Van Z. Lane; "Where Suffragists and Anti's Unite," by Edward J. Ward; "Protecting Residential Districts," by Lawrence Veiller; "A Combined Factory, Warehouse and Freight Terminal Plant," by R. E. Ireton; "Children and Town Improvement," by Maud van Buren; "Equitable Hydrant Rentals and Better Methods for Apportioning Fire Protection Cost," by J. W. Alvord; and "The Construction of Modern Bituminous Surfaces and Bituminous Pavements," by A. H. Blanchard.

Two senate documents, authorized for publication by the 63d congress, 2d session, are No. 359, *Effective Voting: An Article on Preferential Voting*, by C. G. Hoag, and No. 360, *Direct Legislation: An Article Relative to Popular Government through the Initiative, Referendum and Recall*, by Frank E. Parson. Other pamphlets relating to municipal affairs which have been issued recently are the following: C. P. Chase, *The City Manager Plan* (Bulletin for March, 1914, of "Iowa Municipal Improvements," issued by the Iowa Engineering Company, 10 cents); *The Organization and Administration of the Health Department of Springfield, Mass.* (report of a survey made by the Springfield Bureau of Municipal Research, April, 1914, 48 pp.); *Proceedings of the First National Conference on Unemployment, held in New York, February 27-28, 1914* (published in the May number of the *American Labor Legislation Review*: "Unemployment; a Problem of Industry"). The *Review of Reviews* for June, 1914, contains an article by L. D. Upson on "How Dayton's City Manager Plan is Working" (xlix, no. 293, pp. 714-717).

The William H. Baldwin Prize for 1914 has been awarded to Miss Sybel E. Loughhead, a senior in Radcliffe College, for her essay on "Is the Commission Form of Government a Permanent One." This prize, of one hundred dollars, is offered annually by the National Municipal

League for the best undergraduate essay on a given topic in municipal government from a college or university offering independent instruction in the subject. Honorable mention was made of the essay submitted by Thomas L. Dyer of Leland Stanford Junior University.

With the adoption of commission government in Nowata, Okla., there is no city of 4000 or over inhabitants in the state which has not that form of government. This change has all come within the last five years; Tulsa being the first, the larger cities following, and the smaller ones changing from the aldermanic to the commission form. Only two have attempted any change from the commission, and the attempt was unsuccessful in those cases. The municipalities seem to be in substantial agreement that, while the cost of commission government is not less than that of any other form, yet conditions are in every way improved because of the centralized responsibility. It is probable that a good many of the smaller villages in Oklahoma will adopt this popular government.

During the last few months the commission form of government has been adopted in the following municipalities: Orange and Irvington, N. J., Bloomington, Ill., Fond du Lac, Wis., Greenwood, Miss., and Palatka, Fla. It was decisively defeated in Kansas City, Mo., and also in Collingswood and Kearney, N. J., and in Platte, S. D.

Several smaller cities and towns have adopted the city-manager plan, Olean, N. Y., Marion and Mulberry, Kan., and Roswell, N. M. The charter of Olean does not contain a provision for the recall owing to the continued opposition of the New York state legislature to that feature, but does include direct-legislation and preferential-voting clauses. A report of the first year's operation of the city-manager plan in Clarinda, Iowa, shows as great success as was hoped for. The city debt has been reduced by \$4000, and the municipal water plant has not only lowered its prices but has netted a respectable profit on its operations. An English city, Leeds, has now joined the ranks of cities administered by a city manager, with the avowed purpose of securing better coördination between various municipal departments and of eliminating inefficiency among those departments.

That the city-manager plan has found favor in the state of Kansas is made evident by schemes for its further adoption in the state. Not only will the legislature be asked to pass an enabling act so that the cities of the state may generally adopt that form of government, but it is probable that the state board of administration in charge of all

the state schools will offer next year a course of study for city managers and municipal experts. Prof. F. W. Blackmar of the University of Kansas has been asked to prepare an outline of the proposed course.

A course is announced at the University of Michigan to prepare students for the work of city manager, and it is planned to give the degree of master of arts or science in municipal administration. One year of residence at the University and three months' field work is the minimum requirement, but it is stated that the degree can be attained after this short period only if the candidate has had a good deal of previous training in political science, economics and allied subjects.

Among the recent publications in the field of municipal administration are the following: Brand Whitlock, *Forty Years of It* (New York: D. Appleton, 1914, pp. 374, \$1.50); W. H. Dawson, *German Municipal Life and Government* (New York: Longmans, Green, 1914); A. M. Kales, *Unpopular Government in the United States* (Chicago: University of Chicago Press, 1914, pp. 263, \$1.50); J. A. Woodburn, *Political Parties and Party Problems in the United States* (New York: G. P. Putnam's Sons, 1914, pp. 487, \$2.50); R. G. Gettell, *Problems in Political Evolution* (Boston: Ginn, 1914, pp. 400, \$2); W. L. Nida, *City, State and Nation* (New York: Macmillan, 1914); Charles A. and Mary R. Beard, *American Citizenship* (New York: Macmillan, 1914, \$1); P. T. Farwell, *Village Improvement* (New York: Sturgis and Walton, 1913, pp. 362, \$1); Mary L. Childs, *Actual Government in Illinois* (New York: Century, 1914, pp. 224, \$0.50); H. A. Hollister, *The Administration of Education in a Democracy* (New York: Charles Scribner's Sons, 1914, \$1.25); Frank Koester, *Modern City Planning and Maintenance* (New York: McBride, Nast, 1914, \$6); B. M. Brown, *Health in Home and Town* (New York, D. C. Heath, 1914); R. H. Whitten, *Regulation of Public Service Companies in Great Britain* (Reprint of Appendix G of the Annual Report of the Public Service Commission for the First District, State of New York, 1913. New York, 1914, pp. 231, gratis); L. E. Fischer, *Economics of Interurban Railways* (New York: McGraw-Hill, 1914, pp. 116, \$1.50); J. W. Perrin, *History of the Cleveland Sinking Fund of 1862* (Cleveland: Arthur H. Clark Co., 1913, pp. 68, \$2.50); J. E. Pennypacker, editor, *Good Roads Year Book* (American Highway Association, 1914, pp. 501, \$1); *Official Record of the First American National Fire Prevention Convention*, held at Philadelphia, October 13-18, 1913, compiled by Powell Evans (Philadelphia, 1914, pp. 531, \$1); E. N. Bennett, *Problems of Village Life* (London: Williams and Norgate,

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